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Flora Community Consolidated School District Transportation Costs, 1962-65, Compared to Other Clay County Schools

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Flora Community Consolidated School District
Transportation Costs 1962-65 Compared to
Other Clay County Schools

(TITLE)

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THESIS

SUBMITTED IN PARTIAL FULFILLMENT OF THE REQUIREMENTS
FOR THE DEGREE OF

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IN THE GRADUATE SCHOOL, EASTERN ILLINOIS UNIVERSITY
CHARLESTON, ILLINOIS

1967
YEAR

I HEREBY RECOMMEND THIS THESIS BE ACCEPTED AS FULFILLING
THIS PART OF THE GRADUATE DEGREE CITED ABOVE

DATE

ADVISER

1967
DATE

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DEPARTMENT HEAD

FLORA COMMUNITY CONSOLIDATED SCHOOL DISTRICT
TRANSPORTATION COSTS 1962-65 COMPARED TO
OTHER CLAY COUNTY SCHOOLS

BY

FLOYD HENSON

Submitted in partial fulfillment of the requirements
for the Education Specialist Degree
Eastern Illinois University
May, 1967

This project has been approved by the Head of the Department of Administration and Supervision of Eastern Illinois University as partial fulfillment of the requirements for the Education Specialist Degree.

Approved.

Dr. Robert Shuff

Advisor

Date _____

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CHAPTER I

INTRODUCTION

According to the November, 1965 issue of School Management,¹ more than 16 million students, over one-third of the nation's student body, travel to and from school by bus. Over 200,000 buses currently operate between home and classroom. Public school districts throughout the nation will spend an estimated \$650 million during the current year, excluding capital outlay, in support of school transportation programs. John Murray² of the U.S. Office of Education says that by the start of the new school year, indications are that these same schools will be required to provide transportation for an additional half million pupils. Compare these figures with those of 20 years ago, when only 4.5 million school children were transported at a cost of approximately \$93 million. More men and women are earning all or a major part of their income by driving school buses than ever before. One can easily see that school transportation is big business.

There are at present two principal systems of operation of pupil transportation. In one the district owns and operates its own vehicles. In the other system the district contracts with some firm or individual for this service. The purpose of this study is to determine which system of transportation is more economical. This study is concerned with the transportation cost of school-owned buses as compared to the cost of

¹School Management, "How to Buy a School Bus," 9:104-109, November, 1965.

²Murray, John B., "Transportation: Amazing Growth of a School/College Service," American School & University, 37:58-60, May, 1965.

contract buses. The debate of school-owned vs. contract buses has, is, and probably will be unsolved. Lester Winder,³ chairman of the A.S. B.O. Transportation Management Research Committee says that 25 years ago 80 per cent of all school buses were contracted. Today, more than 70 per cent of the buses are school-owned. Behind the charge are the advantages of school-owned buses: availability of the buses for field, educational and athletic trips; better discipline; safety and economy.

The writer is aware of some shortcomings of this study. For one thing, it is limited in scope to a survey of primarily one county in Illinois. This study will review the transportation costs for six of the fifteen school districts in Clay County. It also will review transportation costs in other states near Illinois. This number and distribution should be sufficient to make the results valid. One disadvantage in studying a large area is the difficulty in comparing transportation costs in one section of the country with those in another or even other sections in the same state.

Another shortcoming which might limit the accuracy of this study has to do with cost accounting methods. Time did not permit the writer to interview the school administrators to determine whether accounting methods were comparable. Sometimes districts fail to enumerate all the items which should go to make up the total cost of pupil transportation. For example, money spent for bus insurance and for board contribution to retirement funds is sometimes entered as fixed charges and not included when transportation costs are figured. The same is true when

³Winder, Lester C., "Apply the Facts for Better School Transportation," Nation's Schools, 68:72-73, October, 1961.

the cost of new equipment is entered as capital outlay and is not later transferred to transportation costs.

The writer is acquainted with various administrators in Clay County who operate school-owned buses and contract buses. On many occasions the issue has been discussed as to which method of operation is the more economical. As yet the county administrators have not agreed on the answer. It is hoped that this study will provide information for future use.

Purpose and Significance of the Study

Since the Flora Community Consolidated School District contracts to transport pupils to and from school with a private carrier, the purpose of this study is to compare Flora's transportation cost with other school districts in the county that operate school-owned buses with those that contract for bus services. Other contracted transportation expenses of the Flora District along with transporting pupils to and from school are as follows:

1. Teacher and administrator travel to conferences which is frequently done in a stationwagon owned by the private carrier
2. Transportation of students from two schools across town to the cafeteria, located in a third school
3. Transportation of students from one school to another because of crowded classrooms
4. Transportation to band contests and other band appearances outside the district
5. Athletic events
6. Student field trips

As a result of this study, the writer will be more informed on the transportation issue as it stands in Clay County, and will be able to make a more accurate report to his school board on transportation cost in the county. This study will be significant to other schools in the county as they seek an answer to this transportation problem.

Statement of the Problem

As one can see, a considerable amount of money is spent annually on transporting pupils to and from school. Since transportation is a major item in the school budget, whether or not a school district uses school-owned or contract buses could have a direct influence on the budget. If reliable information could be made available to school boards concerning the transportation problem, action could be taken toward the most economical method. From this study the writer hopes to find answers to the following questions:

1. With road conditions practically the same throughout the county, what is the average cost per mile of contract buses for the schools involved in the study?
2. With road conditions practically the same throughout the county, what is the average cost per mile of school-owned buses for the schools in the study?
3. How does the Flora Community Consolidated School District's transportation cost compare with the other schools involved in the study?
4. What is the net transportation cost per mile for the schools involved in the study?
5. What is the cost relationship of the Flora Community Consolidated School with costs in other parts of the nation?

Definitions of Terms

For the purpose of this study the following definitions will be used:

1. Contract Buses. Buses leased by private companies to school districts.
2. Private Carrier. Person or company who leases bus services to a school district.
3. School-Owned. Buses owned and operated by the local school district which provides transportation services for themselves.

Delimitations of the Study

This study of transportation costs will be conducted within the limits listed below:

1. The data for this study will be collected from the 1962-63; 1963-64; 1964-65 annual transportation reports made for the Office of Superintendent of Public Instruction, Springfield, Illinois.
2. Comparisons will be made of average cost per mile and net transportation cost per pupil for 6 school districts in Clay County over a 3 year period beginning with the 1962-63 school year.
3. Three school districts in the county who contract bus services will be studied.
4. Three school districts in the county with school-owned buses will be studied.
5. This study will consider only the cost of transportation of school-owned and contract bus systems of operation in Clay County. It is concerned with the more economical method of operation. It will not determine which system is more efficient.

Basic Assumptions

For the purpose of this study, the writer has made the following assumptions:

1. The information taken from the annual transportation reports which are submitted to the Office of Superintendent of Public Instruction is correct.

2. It is assumed that this study of a 3 year interval will reveal results significant to determine the most economical method of operation.

CHAPTER II

REVIEW OF RELATED LITERATURE

For many years administrators and school boards have debated whether or not schools should retain direct control over buses, or should transportation be left to businessmen? The question will probably never be resolved, because either side to the debate will always be able to find evidence to support his view. According to the June, 1962 issue of School Management,⁴ the argument for contract buses is that school personnel are not in the business of managing a transportation system; and that it should be left to private operators who can devote their full time and efforts to the efficient management of hiring qualified drivers and keeping the buses in top mechanical condition. On the other hand, there are those who feel that school-owned buses are a better and more economical method of transportation because schools are not interested in making a profit on their transportation system, thus the expense is less.

It is easy to see that the pros of one view can be interpreted as the cons of the other. So, the argument goes on. It is hoped that this review of related literature will lead to better understanding of the issue of contract buses as opposed to school-owned buses.

According to Randall Davis,⁵ Director of Pupil Transportation for the Los Angeles City School District, it is axiomatic that school-owned buses will be the cheaper method of furnishing pupil transportation.

⁴School Management, "The Pros and Cons of Contract Buses," pp. 46-50, 90, 92, 95, 97, June, 1962.

⁵Davis, Randall, "Private-Public School Bus Ownership Dialogue," American School Board Journal, pp. 44-48, June, 1964.

Davis bases his opinion on the fact that the contractor must pay federal, state, and local taxes that would not be imposed on the district. He also feels that contract buses would be a higher cost because the contractor must and should make a fair profit. Assuming that a school district will furnish equipment and service comparable to that it would require of a contractor, it seems obvious that the elimination of taxes and profit could only lower the cost of transportation for school-owned bus systems.

B.R. Oosting⁶ says that the trend of transportation systems is toward public ownership of school buses. He says that in 1936, one-third of all buses were school-owned, the proportion having risen to two-thirds by 1950. During the present decade this trend has continued, but 100 per cent school ownership probably will never be reached. School ownership of buses has increased because it is less expensive for the schools to operate a bus system. Oosting says that a few years ago, his district took bids from 3 private contractors for bus service. The contractor's bids were from 30 to 40 per cent higher than the district's cost. Oosting concluded that schools can operate buses at a lower cost than can private contractors because the schools pay no taxes.

The August, 1960 issue of Overview⁷ magazine states that there are no cut-and-dried methods of computing national averages, since so many factors influence per pupil and per mile costs (number of pupils transported, miles covered, rate of bus purchases, driver salaries, etc.)

⁶Oosting, B.R., "Administering the Transportation Program," Nation's Schools, 65:78-79, May, 1960.

⁷Overview, "1,200,000,000 Miles to School," pp. 35-37, August, 1960.

and that across the board generalities are dangerous. Overview magazine does give national totals for school transportation in 1958-59. For this year the average cost per mile was \$.36 and the cost per pupil was \$37.00. It was also revealed that 31 per cent of the nation's bus systems were operated by contract carriers.

In a study of transportation costs of public-owned and contract school bus systems in the state of Iowa for the 1954-55 school year, Ellis Francis⁸ found that the average per mile cost for school-owned systems was \$.123 less than that of contract systems. He also found that the average per pupil cost for school-owned systems was \$20.21 less than that of the contract operations. According to Francis, such factors as the types of roads traveled by buses, capacity of buses, taxes, license fees, compensation for time in administrating and supervising the bus system, and profit on investment cause contract systems of transportation to operate at a higher cost than school-owned systems.

In response to an inquiry made by the writer concerning the cost of district-owned vs. contract transportation, the Pennsylvania Department of Public Instruction⁹ reported that it was unable to give an exact breakdown of costs as to the two methods of operation. The department felt that most studies of this nature failed to include all actual costs of district-owned service. Such items as investment on buildings, lights, fuel and water, and the time spent by school administrators were often

⁸Francis, Ellis H., A Comparison of Transportation Costs of Public-Owned and Contract School Bus Systems in Iowa School Districts, Unpublished master's thesis, Iowa State Teachers College, Cedar Falls, 1957, 77pp., typed.

⁹Pennsylvania, Department of Public Instruction, Statistics on Pennsylvania's Public School Pupil Transportation Program, Harrisburg, 14pp.

not considered in district-owned services, thus making accurate comparisons impossible.

The Minnesota Department of Education,¹⁰ in response to the same inquiry concerning transportation cost, reported an average per pupil cost for the 1964-65 year, but did not report per mile costs for this period. The state average per pupil cost for contract systems was \$56.65 while the state average per pupil cost for school-owned systems was \$76.90. This shows a mean difference of \$20.25 between the two systems of operation.

The Wisconsin Department of Public Instruction¹¹ reported an average cost per mile of \$.395 and an average cost per pupil of \$64.00 for the 1964-65 school year. The reported averages for Wisconsin included costs for both contract buses and school-owned systems. No distinction was made between the systems of transportation. Their report stated that 1,697 districts operated school-owned systems while 3,578 districts hired transportation services from private concerns.

The Missouri Department of Education¹² reported for districts transporting less than 200 pupils, a district-owned per pupil cost of \$77.00 and a per mile cost of \$.271, and a private owned per pupil cost of \$72.00 and a per mile cost of \$.281. The same report also revealed for districts transporting 200 to 499 pupils a district-owned per pupil

¹⁰Minnesota, Department of Education, 1964-65 Annual Transportation Report, St. Paul.

¹¹Wisconsin, Department of Public Instruction, Transportation Facts for 1965-66, Madison, pp. 15.

¹²Missouri, State Department of Education, Cost Study on District Owned and Contracted Pupil Transportation, Jefferson City, pp. 5.

cost of \$54.00 and a per mile cost of \$.320; while for the same size school districts operating private owned systems of transportation, a per pupil cost of \$70.00 and a per mile cost of \$.349 was reported. For urban and city districts transporting 500 pupils and more, the report showed a district-owned per mile cost of \$.469 and a per pupil cost of \$30.00 as compared to a private owned per mile cost of \$.497 and a per pupil cost of \$27.00.

The Office of the Superintendent of Public Instruction¹³ for the state of Illinois reported a cost per mile amount of \$.398 for the entire state. This same 1964-65 report revealed an average cost per mile of \$.320 for Clay County. The Illinois Office of Public Instruction does not report costs separately for contract and school-owned transportation systems.

In a study of purchase prices of school buses in the state of Indiana for 1962-63, Joseph S. Foust¹⁴ found that 48,54,60, and 66 passenger buses could be purchased by school systems at less cost than private contractors could buy them. Even though the purchase price of buses is not to be considered in this study, it is an important factor to be considered by a school district which would want to consider all phases of expense in comparing the two systems of transportation.

One reason for the question of ownership being so controversial is that there are so many factors which influence these costs.

¹³Illinois, Office of the Superintendent of Public Instruction, Pupil Transportation Statistics Illinois Public Schools 1964-65, Circular Series A Number 180, Springfield, pp. 44.

¹⁴Foust, Joseph S., Comparison of Purchase Prices of School Buses in the State of Indiana and Selected States That Have Some Type of State Purchase Plan, Abstract of thesis, Indiana University, Bloomington, 1964.

Beem¹⁵ states that the question of whether or not it is cheaper for the school to own its own buses must be answered on a district-to-district basis. He also mentions that other considerations besides dollar costs of getting pupils to and from school should be taken into account, and that what is found to be the best policy may not be the cheapest policy.

Summary

The following conclusions may be drawn from the review of related literature:

1. There is a trend for school districts to own and operate their own buses. In 1936, one-third of all buses were school-owned. In 1950, two-thirds of all buses were school-owned.

2. Studies from 3 of the 9 states which were asked about the cost of school-owned and contract bus systems, revealed that the school-owned method of transportation was more economical than the contract method. The remaining 6 states did not show one method of transportation less expensive than the other.

3. Profits, taxes, license fees, and administrative expenses are major factors causing contract bus systems of transportation to be more expensive than school-owned systems.

4. The purchase prices of school buses are higher for private contractors than for school districts.

¹⁵Beem, Harlan, "Some Transportation Questions," Illinois School Board Journal, 21 (March-April, 1955), p. 19.

CHAPTER III

METHOD

The value of a study of this kind depends upon the accuracy of the information upon which it is based. Since reports made by each school to the State Office of Public Instruction are usually carefully prepared, the writer obtained permission from the county superintendent of schools to use the copies of the state reports which were on file in his office.

From the annual transportation report, "Claim for State Reimbursement for Pupil Transportation", the writer recorded whether the system of transportation used by each district was school-owned or privately owned. Also from this annual report, the number of pupils transported, total cost of transportation, and the number of miles traveled annually was obtained. From the information revealed in the annual report, the average cost per pupil and per mile for the district-owned and contract systems was computed and recorded.

Transportation information as previously described was obtained for the Flora Community Consolidated School District #133, the Flora Township High School District #99, the Louisville Community Consolidated School District #142, the Clay City Community Consolidated School District #80, Clay City Community High School District #103, and the Xenia Community Consolidated School District #3. The first 3 of these schools contract bus services from a private carrier, while the latter 3 operate school-owned systems. The information for the study was for the 1962-63, 1963-64, and the 1964-65 school years.

The states to which the Flora Community Consolidated School is

compared with are Iowa, Indiana, Missouri, Minnesota, Wisconsin, Ohio, Pennsylvania, and New York. The first 6 states were selected because they are located close to Illinois, with the other two selected because of their distant location. It is felt that the states located close to Illinois operate under similar conditions which will enable comparisons to be more meaningful.

CHAPTER IV

ANALYSIS OF DATA

In this study the per mile costs and per pupil costs of three school districts who contract for transportation and three school-owned transportation systems are analyzed with comparisons made of the mean costs for the two groups.

Other tables will analyze the number of pupils transported annually, the number of miles traveled annually, and the annual transportation expense of the six school districts for a three year period.

TABLE 1. TOTAL COST OF TRANSPORTATION FOR SIX CLAY COUNTY SCHOOL DISTRICTS FOR A THREE YEAR PERIOD

School District	1962-63	1963-64	1964-65
CONTRACT SYSTEMS			
Flora C.C. District #133	\$13,056.09	\$11,247.50	\$12,560.65
Flora T.H.S. District #99	23,903.62	23,548.82	24,459.10
Louisville C.C. District #142	14,747.63	14,665.83	14,760.00
SCHOOL-OWNED SYSTEMS			
Clay City C.C. District #80	10,233.72	10,253.15	10,997.26
Clay City C.H.S. District #103	15,953.53	15,086.65	13,952.93
Xenia C.C. District #3	6,603.64	7,046.06	6,406.59

Table 1 shows the total cost of transportation of six school districts located in Clay County for a three year period beginning with the 1962-63 school year. The first three school districts contract for bus services while the last three districts own and operate their own buses.

TABLE 2. TOTAL NUMBER OF PUPILS TRANSPORTED BY SIX CLAY COUNTY SCHOOL DISTRICTS FOR A THREE YEAR PERIOD

School District	1962-63	1963-64	1964-65
CONTRACT SYSTEMS			
Flora C.C. District #133	154.24	166.46	159.51
Flora T.H.S. District #99	255.12	251.31	242.47
Louisville C.C. District #142	175.48	178.01	174.80
SCHOOL-OWNED SYSTEMS			
Clay City C.C. District #80	123.75	129.86	142.53
Clay City C.H.S. District #103	179.67	165.43	159.00
Xenia C.C. District #3	89.23	98.01	89.65

Table 2 shows the total number of pupils transported annually by the six school districts located in Clay County beginning with the 1962-63 school year. The first three school districts contract for bus services while the other three own and operate their own buses.

TABLE 3. TOTAL MILES TRAVELED BY BUSES OF SIX CLAY COUNTY SCHOOL DISTRICTS FOR A THREE YEAR PERIOD

School District	1962-63	1963-64	1964-65
CONTRACT SYSTEMS			
Flora C.C. District #133	45,235	34,194	38,827
Flora T.H.S. District #99	85,434	82,787	69,598
Louisville C.C. District #142	33,779	33,886	34,921
SCHOOL-OWNED SYSTEMS			
Clay City C.C. District #80	29,227	29,521	28,519
Clay City C.H.S. District #103	77,436	63,193	58,225
Xenia C.C. District #3	34,814	32,411	31,438

Table 3 shows the total miles traveled annually by the six school districts located in Clay County Beginning with the 1962-63 school year. The first three school districts contract for bus services while the remaining three districts own and operate their own buses. It is interesting to note that District #99 and District #103 show a considerable decrease in miles traveled over the three year period.

TABLE 4. PER PUPIL COST OF TRANSPORTATION FOR SIX CLAY COUNTY SCHOOL DISTRICTS FOR A THREE YEAR PERIOD

School District	1962-63	1963-64	1964-65
CONTRACT SYSTEMS			
Flora C.C. District #133	\$78.52	\$64.28	\$73.66
Flora T.H.S. District #99	93.69	93.70	100.87
Louisville C.C. District #142	64.40	61.85	64.91
Mean	78.87	73.28	79.81
SCHOOL-OWNED SYSTEMS			
Clay City C.C. District #80	60.65	58.44	57.62
Clay City C.H.S. District #103	83.23	85.02	80.65
Xenia C.C. District #3	60.77	57.87	60.21
Mean	68.22	67.11	66.16

Of the six Clay County school districts included in this study, Table 4 shows per pupil cost figures for the school districts that contract for bus service and those who own and operate their own bus systems for a three year period. From Table 4 it may be seen that the school-owned systems of transportation in 1962-63, operated on an average of \$10.65 per pupil less than the contract average; in 1963-64 at \$6.17 per pupil below the contract average; and in 1964-65 at \$13.65 per pupil below the contract average price. Over the three year period, the school-owned per pupil mean cost was \$10.16 less than the mean contract price.

TABLE 5. PER MILE COST OF TRANSPORTATION FOR SIX CLAY COUNTY SCHOOL DISTRICTS FOR A THREE YEAR PERIOD

School District	1962-63	1963-64	1964-65
CONTRACT SYSTEMS			
Flora C.C. District #133	\$.346	\$.391	\$.362
Flora T.H.S. District #99	.279	.284	.351
Louisville C.C. District #142	.443	.440	.430
Mean	.356	.372	.381
SCHOOL-OWNED SYSTEMS			
Clay City C.C. District #80	.363	.361	.410
Clay City C.H.S. District #103	.216	.257	.264
Xenia C.C. District #3	.201	.217	.212
Mean	.260	.278	.295

Table 5 reveals the per mile cost of transportation for the six school districts included in the study who contract for bus service and for those who own and operate their own bus systems. As may be seen in Table 5, the school-owned systems operated in 1962-63 at a mean cost of \$.096 per mile below the contracted systems; at a mean cost of \$.094 per mile below the contracted systems in 1963-64; and at a mean cost of \$.086 per mile below the contract systems in 1964-65. Over the three year period, the school-owned mean price paid per mile was \$.092 below that of the contract systems.

TABLE 6. COMPARISON OF TRANSPORTATION PER MILE AND PER PUPIL COSTS OF THE FLORA COMMUNITY CONSOLIDATED SCHOOL DISTRICT WITH OTHER STATES

School and State	Year	Per Mile Cost	Per Pupil Cost
Flora C.C. District #133	1964-65	\$.362	\$73.66
Illinois	1964-65	.398	Not Available
Missouri	1964-65	.276	75.00
Minnesota	1964-65	Not Available	66.78
Wisconsin	1965-66	.395	64.00
Pennsylvania	1964-65	Not Available	Not Available
Indiana	1964-65	Not Available	Not Available
Iowa	1964-65	Not Available	Not Available
New York	1964-65	Not Available	Not Available
Ohio	1964-65	Not Available	Not Available

The per mile and per pupil costs of transportation reported in Table 6 do not distinguish between costs of contract systems and school-owned systems. The amounts reported for each state are mean costs for both systems.

CHAPTER V

SUMMARY OF FINDINGS AND CONCLUSIONS

The purpose of this study was to compare the cost of pupil transportation of the Flora Community Consolidated School District, which contracts for bus service, with other school districts in Clay County that operate school-owned bus systems. The object of the study was to determine which method of transportation, school-owned or contract, was most economical in Clay County.

Summary of Findings

The major findings of this study were as follows:

1. The mean cost per mile of contract bus systems for the three year period used in the study was \$.369.
2. The mean cost per mile of school-owned bus systems for the three year period used in the study was \$.227.
3. The mean cost per mile for the Flora Community Consolidated School District for the three year period in the study was \$.366.
4. Of the six Clay County schools studied, only one district had a higher cost per mile of transportation for the period studied than the Flora Community Consolidated School.
5. Of the Clay County schools studied, two had a per pupil cost of transportation higher than the Flora School District for the three year period considered in the study.
6. In comparing the Flora School District's cost of transportation with 9 other states, only 3 of the 9 states had transportation cost available. Of the 3 reporting states, 2 of them reported mean transportation costs per mile and per pupil below the Flora District cost.

Conclusions

The reader should realize that this study does not answer once and for all the question of which system of pupil transportation, district-owned or contract, is more economical. Some factors which have a bearing upon the problem of ownership vary from place to place and from time to time. This would seem to preclude a definite answer to the problem.

The results of this study do indicate, however, that for the six schools considered in the study from Clay County over a period of three years, definite differences existed between the two systems as to economy of operation. Based upon the findings tabulated and interpreted in Chapter IV, two conclusions may be stated.

In the first place the results show that the districts which owned buses were able to transport their pupils at a cost less than that paid by districts which contracted with individuals or with firms for this important service.

As to the amount of difference in transportation costs, the findings indicate that those districts using contract bus systems were paying in excess of \$10 per pupil per year, on the average, more than those districts which owned buses.

It can be concluded that the per pupil and per mile cost of transportation for the Flora Community Consolidated School was more expensive than those of the 3 school districts who owned and operated their own bus systems.

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APPENDIX

The letter on the next page was sent to the following persons:

1. Mr. Duane J. Mattheis, Department of Education, St. Paul,
Minnesota
2. Mr. Hubert Wheeler, State Department of Education, Jefferson
City, Missouri
3. Mr. J.R. Rackley, Department of Public Instruction, Harrisburg,
Pennsylvania
4. Mr. Angus B. Rothwell, State Superintendent, Department of
Public Instruction, Madison, Wisconsin
5. Mr. James E. Allen, State Education Department, Albany,
New York
6. Mr. Gordon D. Wixom, Office of the Superintendent of Public
Instruction, Springfield, Illinois
7. Mr. William E. Wilson, Department of Public Instruction,
Indianapolis, Indiana
8. Mr. Paul F. Johnston, Department of Public Instruction, Des
Moines, Iowa
9. Mr. Edward E. Holt, Department of Education, Columbus, Ohio

Flora Community Consolidated School

District #133

Flora, Illinois

August 25, 1966

Dear Sir:

I am making a study of transportation costs for school-owned bus systems as compared to contract systems. If any studies or information for your state is available concerning this question, I would appreciate receiving a copy.

If there is any charge for such materials, I will be glad to send whatever fee is necessary.

Very truly yours,

Floyd E. Henson
Superintendent

Flora Community Consolidated School

District #133

Flora, Illinois

September 21, 1966

Dr. Joseph S. Foust, Superintendent

404 North Meridian Street

Lebanon, Indiana

Dear Dr. Foust:

I am making a study of transportation costs for school-owned systems of operation as compared to contract systems. Superintendent Wilson of the Indiana Department of Public Instruction has suggested that I write you for a copy of your abstract of thesis on the purchase prices of school buses in Indiana.

If there is any charge for such materials, I will be glad to send whatever fee is necessary.

Yours truly,

Floyd E. Henson
Superintendent

Flora Community Consolidated School

District #133

Flora, Illinois

September 21, 1966

Mr. Ellis Francis, Superintendent

Anthon-Oto Community Schools

Anthon, Iowa

Dear Mr. Francis:

I am making a study of transportation costs for school-owned systems of operation as compared to contract systems. Mr. Arthur Roberts, Director of Transportation for the state of Iowa, has suggested I write you for a copy of your thesis wrote on this subject in 1957.

If there is any charge for such materials, I will be glad to send whatever fee is necessary.

Yours truly,

Floyd E. Henson
Superintendent

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July

- 14 While attending summer school at Eastern Illinois University a meeting was held with Dr. Shuff to decide on a field study for Education 601. During this meeting it was decided to do a study of contract bus systems of operation as compared to school-owned systems in Clay County. Emphasis was to be placed on the Flora Community Consolidated School District's contract system.

August

- 10 Using the library while on the Eastern Illinois campus, a bibliography on the study was obtained.
- 25 Letters were written to 9 states for studies made on transportation costs of operation for school-owned and contract bus systems of operation.
- 30 The author began to gather materials and information for the study. Many of the sources were found in the administration office of the Flora Community Consolidated School.

September

- 1 The study was explained to the Clay County Superintendent of Schools.
- 3 Reading and briefing of articles was begun by the author.
- 4 Reading and briefing of materials was continued by the author.
- 5 Reading and briefing of materials was continued by the author.
- 9 Reading and briefing of materials was continued by the author.
- 10 The author began to write a prospectus of the study to be submitted to Dr. Shuff.

- 11 The author continued to write the prospectus.
- 12 The author continued to write the prospectus.
- 13 The author and his wife corrected the prospectus manuscript, making it ready for typing.
- 15 Typing began on the prospectus.
- 16 Typing of the prospectus was continued by the author.
- 17 Typing the prospectus was completed.
- 20 Dr. Shuff visited the author at the Flora Community Consolidated School District's administration offices. The prospectus was given to him on this occasion. The study was discussed with Dr. Shuff at this meeting.
- 21 A letter was sent to Mr. Ellis Francis, Superintendent of Schools at Anthon, Iowa asking for a copy of his thesis which was written on transportation costs for school-owned and contract systems of operation for the state of Iowa.
- 21 A letter was sent to Dr. Joseph S. Foust, Superintendent of Schools at Lebanon, Indiana asking for a copy of his thesis written on the purchase prices of school buses in Indiana.
- 23 The Clay County Superintendent of Schools was called to obtain transportation information to be used in the study. The information was received that afternoon from his office.
- 27 A meeting of the Education 601 class was held on the Eastern Illinois campus with Dr. Shuff.
- 28 The abstract of thesis from Dr. Foust was received.
- 28 Writing was continued on the study.
- 29 A visit was made to the office of the Clay County Superintendent of Schools to obtain data for the study.

October

- 2 Writing was continued on the study.
- 10 Sections of the manuscript were corrected by the author's wife.
- 11 Writing was continued on the study.
- 13 The author typed parts of the study.
- 14 The author typed parts of the study.
- 15 The author typed parts of the study.
- 17 A copy of Mr. Francis's thesis was received from Anthon, Iowa.
- 18 Typing was continued on the paper.
- 20 Typing was continued on the paper.
- 22 Typing was continued on the paper.
- 25 Dr. Shuff visted the author at Flora.
- 25 The Education 601 class met on campus that night. Discussions were conducted on the different studies.
- 28 The author began to work on the tables to be used in the study.
- 29 Work continued on the tables to be used in the study.
- 30 Work was continued on the tables to be used in the study.
- 31 Typing was resumed by the author on the study.

November

- 3 Writing was done on the study.
- 4 Writing was done on the study.
- 5 Writing was continued on the study.
- 6 Writing was continued on the study.
- 8 Typing was started on the study.
- 9 Typing was done on the study.
- 10 Two pages of the study were retyped.
- 11 Typing was done on the study.

- 14 The Education 601 class met with Dr. Shuff on campus.
- 16 Typing was done on the study.
- 22 Final writing was begun on the study.
- 23 Final writing was done on the study.
- 24 Final typing was done on the study.
- 25 Final typing was done on the study.
- 26 Final typing was done on the study.